

## Message Text

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64

ACTION MC-02

INFO OCT-01 ARA-16 ISO-00 L-03 CIAE-00 INR-11 NSAE-00

RSC-01 DODE-00 EB-24 COME-00 TRSE-00 DRC-01 /059 W

----- 086925

R 011600Z OCT 74

FM AMEMBASSY KINGSTON

TO SECSTATE WASHDC 5938

LIMITED OFFICIAL USE KINGSTON 3523

PASS PM/MC FOR BRYANT

E.O. 11652: N/A

TAGS: PFOR, MILI, JM, US

SUBJECT: RETURN ILLEGALLY EXPORTED B-26 AIRCRAFT TO U.S.

REF: BRYANT/HOUDEK TELCON 9/27/74

1. FOLLOWING TEXT LETTER (DATED SEPTEMBER 25, 1974)  
RECEIVED BY AMBASSADOR FROM MINSTER NATIONAL SECURITY AND  
JUSTICE ELI MATALON WHICH REQUESTS USG ASSISTANCE IN RETURN  
TO U.S. OF ILLEGALLY EXPORTED B-26 AIRCRAFT:  
QUOTE DEAR AMBASSADOR:

RE: EX ARMY AIRCRAFT - A26/BU

IN RESPONSE TO YOUR LETTER OF THE 23RD INSTANT,  
IN CONNECTION WITH THE ABOVE MATTER THE DECISION OF THE  
GOVERNMENT IS THAT THE AIRCRAFT SHOULD BE FLOWN BACK TO  
FORT LAUDERDALE, UNITED STATES OF AMERICA, FROM WHENCE IT  
WAS FLOWN ON MAY 10, 1974, TO JAMAICA, AND THERE DELIVERED  
TO MR. PHILIO KEIDAISH, THE PILOT WHO HAD BROUGHT THE  
AIRCRAFT TO JAMAICA.

CERTAIN WORKS OF REPAIR, HOWEVER, NEED TO BE UNDER-  
TAKEN BEFORE THE AIRCRAFT CAN BE MADE AIR-WORTHY. WE  
DO NOT HAVE THIS PARTICULAR EXPERTISE IN JAMAICA. LIKE-  
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WISE OUR PILOTS ARE NOT QUALIFIED TO FLY THIS PARTICULAR

TYPE OF AIRCRAFT.

I AM WONDERING, THEREFORE, WHETHER YOU WOULD BE GOOD ENOUGH TO USE YOUR GOOD OFFICES IN SECURING FOR OUR USE THE NECESSARY REPAIR PERSONNEL AND PILOT AND CO-PILOT SO THAT THE AIRCRAFT MAY BE RETURNED AS QUICKLY AS POSSIBLE WITHIN THE JURISDICTION OF YOUR GOVERNMENT.

HOPING TO HEAR FROM YOU SOON. END QUOTE.

2. EMBASSY WOULD APPRECIATE RECEIVING ASAP CONFIRMATION USG PREPARED TO ASSIST IN RETURN AIRCRAFT AND ETA OF MECHANICS AND PILOTS IN KINGSTON.

3. USDAO, WHO HAS INSPECTED AIRCRAFT (TAIL NO. 320) AT NROMAN MANELY AIRPORT (KINGSTON, PROVIDES FOLLOWING COMMENTS ON STATE ITS AIRWORTHINESS:

"A. IT IS IN EXCELLENT CONDITION OVERALL. THE PAINT AND INTERIOR CONDITION SUGGEST THAT IT IS LESS THAN 2 YEARS OUT OF ITS LAST MODIFICATION. IT WAS PAINTED BY CHARLES DAY AIRCRAFT REFINISHERS OF SAN ANGELO, TEXAS, PHONE (915) 944-2621/2811.

"B. THE PILOT CLAIMED A "BLOWER" FAILURE IN FLIGHT AND HAD SMOKE IN THE CABIN UPON LANDING. IT HAS BEEN ASSUMED FROM THE PILOT'S BLOWER STATEMENT THAT THE SUPERCHARGER WAS DEFECTIVE. IT IS, HOWEVER, A GREAT DEAL MORE LIKELY THAT THE AIRCRAFT PRESSURIZATION COMPRESSOR IS THE PROBLEM. THIS WOULD ACCOUNT FOR THE SMOKE IN THE COCKPIT AND THE FACT THAT THE ENGINE WAS STILL RUNNING AT AIRCRAFT TOUCH-DOWN HERE IN KINGSTON. THIS COMPRESSOR IS DRIVEN FROM THE LEFT ENGINE ACCESSORY SECTION BY A SHAFT THAT CAN BE DISENGAGED AND THE AIRCRAFT CAN BE FLOW WITH NO PROBLEM AT LOWER ALTITUDES. ONCE DISENGAGED, HOWEVER, IT CANNOT BE RE-ENGAGED IN THE ABSENCE OF SIGNIFICANT AND RATHER TECHNICAL WORK BY A QUALIFIED MECHANIC.

"C. THE ENGINES WERE OVERHAULED BY DALLAS AIR MOTIVE INC., RELATIVELY RECENTLY CONSIDERING THE CONDITION OF PAINT AND DECALS. BOTH PROP GOVERNORS WERE REMOVED BY JDF AND THE LIMITED OFFICIAL USE

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HOLES HAVE NOT BEEN PLUGGED. THE RUDDER WAS ALSO REMOVED BY JDF AND MINOR DAMAGE TO THE RUDDER SYSTEM WAS NOTED (PERHAPS CAUSED BY LACK OF BATTENS PRIOR TO REMOVAL). AIR-CRAFT AND ENGINE LOGS ARE AVAILABLE AT JDF AIR WING."

4. SUGGEST DEPARTMENT COORDINATE AIRCRAFT RETURN WITH MIAMI OFFICE U.S. CUSTOM SERVICE, WHICH AS ASSURED EMBASSY IT WILL BE SEIZED ON ARRIVAL U.S. FOR VIOLATION MUNITONS

CONTROL ACT.  
GERARD

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NNN

## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** AIRCRAFT, EXPORTS, TEXT, DIPLOMATIC COMMUNICATIONS, FOREIGN ASSISTANCE  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 01 OCT 1974  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Authority:** CollinP0  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
**Disposition Event:**  
**Disposition History:** n/a  
**Disposition Reason:**  
**Disposition Remarks:**  
**Document Number:** 1974KINGST03523  
**Document Source:** CORE  
**Document Unique ID:** 00  
**Drafter:** n/a  
**Enclosure:** n/a  
**Executive Order:** N/A  
**Errors:** N/A  
**Film Number:** D740277-0563  
**From:** KINGSTON  
**Handling Restrictions:** n/a  
**Image Path:**  
**ISecure:** 1  
**Legacy Key:** link1974/newtext/t19741084/aaaactln.tel  
**Line Count:** 117  
**Locator:** TEXT ON-LINE, ON MICROFILM  
**Office:** ACTION MC  
**Original Classification:** LIMITED OFFICIAL USE  
**Original Handling Restrictions:** n/a  
**Original Previous Classification:** n/a  
**Original Previous Handling Restrictions:** n/a  
**Page Count:** 3  
**Previous Channel Indicators:** n/a  
**Previous Classification:** LIMITED OFFICIAL USE  
**Previous Handling Restrictions:** n/a  
**Reference:** BRYANT/HOUDEK TELCON 9/27/74  
**Review Action:** RELEASED, APPROVED  
**Review Authority:** CollinP0  
**Review Comment:** n/a  
**Review Content Flags:**  
**Review Date:** 17 SEP 2002  
**Review Event:**  
**Review Exemptions:** n/a  
**Review History:** RELEASED <17 SEP 2002 by elyme>; APPROVED <03 MAR 2003 by CollinP0>  
**Review Markings:**

Declassified/Released  
US Department of State  
EO Systematic Review  
30 JUN 2005

**Review Media Identifier:**  
**Review Referrals:** n/a  
**Review Release Date:** n/a  
**Review Release Event:** n/a  
**Review Transfer Date:**  
**Review Withdrawn Fields:** n/a  
**Secure:** OPEN  
**Status:** NATIVE  
**Subject:** RETURN ILLEGALLY EXPORTED B-26 AIRCRAFT TO U.S.  
**TAGS:** PFOR, MILI, JM, US, (MATALON, ELI)  
**To:** STATE  
**Type:** TE  
**Markings:** Declassified/Released US Department of State EO Systematic Review 30 JUN 2005